

# The Liangkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4772

晚一十月正年一十三號光

TUESDAY, FEBRUARY 14, 1905.

二月

號四十月二英華香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID UP ..... " 16,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,520,000

*Head Office—YOKOHAMA.*

*Branches and Agencies.*  
TOKIO. LONDON. NEW YORK.  
NAGASAKI. HONOLULU.  
LYONS. SAN FRANCISCO. SHANGHAI.  
BOMBAY. NEWCHWANG.  
TIENTHSIN. LIAOYANG.  
PEKING. DALNY.  
KOBE.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "  
TAKEO TAKAMICHI,  
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000.  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$7,000,000  
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq. Hon. R. Shewell.  
Hon. W. J. Gresson. N. A. Siobs, Esq.  
A. Haupt, Esq. H. W. Slade, Esq.  
H. Schubart, Esq. E. S. Wheeller, Esq.  
E. Shillim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3½ per cent per Annum.  
For 6 months, 4 per cent per Annum.  
For 12 months, 4½ per cent per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.  
THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PE-

CNT per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXE

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.  
AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow  
Tientsin Tsingtao (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHECHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS a  
CURRENT RATES.

SIRMSSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chennipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldura, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kaohsiung, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamana and Ida Coal Mines; and  
SOLE AGENTS for Fujian, Fukien, Hainan, Ichinuma, Kanada, Mamada, Manoura,  
Oncour, Onaji, Sasehara, Tsubakuro, Yoshio, Yaukibara and other Coals.

S. MINAMI, Manager, Hongkong.

## INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES  
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS  
AUTHORISED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$ 3,947,200  
RESERVE FUND ..... GOLD \$ 3,947,200

HEAD OFFICE—  
NEW YORK.

London Office:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.  
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and  
accepts Fixed Deposits at Rates which may be  
ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Voeux Road,  
Hongkong, 3rd January, 1905. [26]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 14TH NOVEMBER, 1896

SHANGHAI TAELS.  
SUBSCRIBED, CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3½ per cent per Annum  
For 6 months, 4 per cent per Annum.  
For 12 months, 4½ per cent per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [27]

HONGKONG SAVINGS BANK.  
THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PE-

CNT per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXE

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [28]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow  
Tientsin Tsingtao (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHECHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th August, 1904. [29]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS a  
CURRENT RATES.

SIRMSSEN & Co.

Hongkong, 28th May, 1904. [30]

Note Address:  
56, QUEEN'S ROAD CENTRAL,  
Hongkong.

A. STEVENSON,  
Chemist.

Hongkong, 23rd January, 1905. [31]

THE PHARMACY,  
DISPENSING AND FAMILY  
CHEMISTS.

A WELL ASSORTED STOCK  
OF DRUGS, PERFUMERY, TOILET AND  
SICK ROOM REQUISITES, &c.,

always on hand.

A large variety of CHOCOLATES, in Fancy  
Boxes, at reduced prices, owing to favourable  
exchange.

Telephone  
5000.

POST OFFICE  
MARK

Other Offices:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chennipo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maldura, Kure, Shimoneseki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kaohsiung, Sasebo, Milie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUBI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamana and Ida Coal Mines; and

SOLE AGENTS for Fujian, Fukien, Hainan, Ichinuma, Kanada, Mamada, Manoura,

Oncour, Onaji, Sasehara, Tsubakuro, Yoshio, Yaukibara and other Coals.

S. MINAMI, Manager, Hongkong.

[32]

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
" " "PO'WAN,"	2,358 "	R. D. Thomas.
" " "FATSHAN,"	2,200 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2:00 P.M.		
Departures on Sundays at 12:30 P.M.		

Departures from Macao to Hongkong daily at 8:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons,	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Mahsing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday, and Friday at about 8:30 A.M.

FARES.—Canton to Wuchow...Single \$15.00. Return \$15.00.  
Canton to Tak Hing ... Single \$12.50. Return \$21.00.  
Canton to Samshui...Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN"....Capt. B. Branch. S.S. "SANUI"....Capt. H. Black. Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES.—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

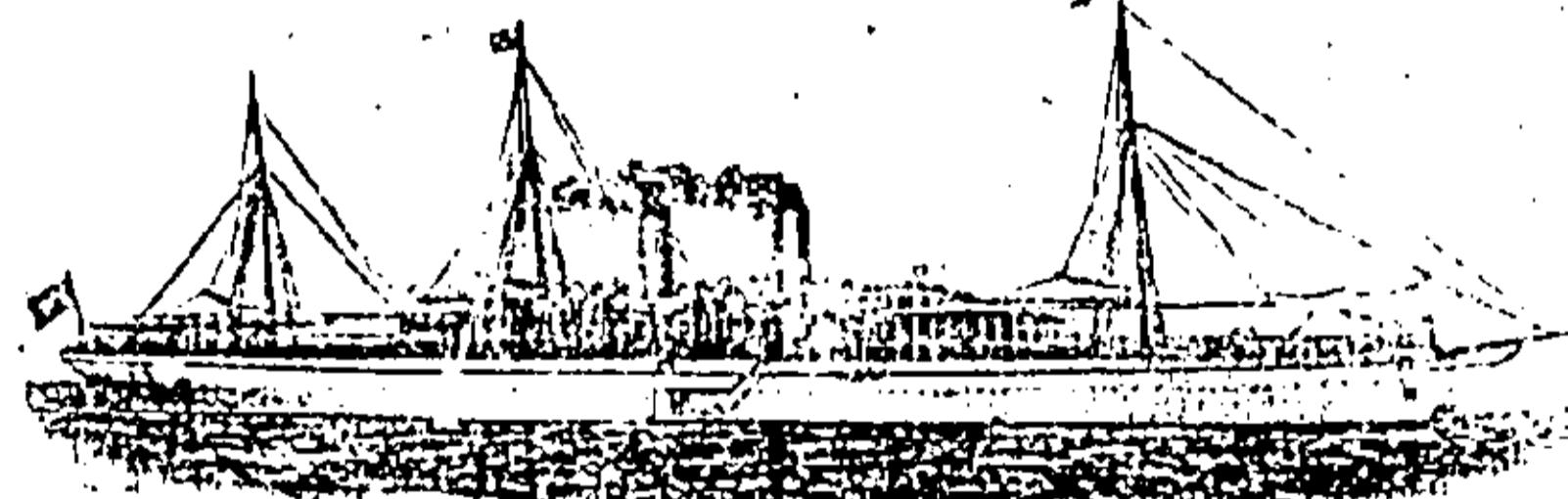
S.S. "TAK HING"....Capt. R. Birss. S.S. "HONGKONG"....Capt. Maxfield. Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES.—Hongkong to Kong Moon...Single \$6.00.  
Hongkong to Kumchuk ... Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 5th January, 1905.

9

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

SAVING 3 TO 1/2 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 8th March.  
" " "ATHENIAN" ... 2,440 " WEDNESDAY, 15th March.  
" " "EMPEROR OF CHINA" ... 6,000 " WEDNESDAY, 29th March.  
" " "EMPEROR OF INDIA" ... 6,000 " WEDNESDAY, 19th April.  
" " "TARTAR" ... 4,415 " WEDNESDAY, 26th April.  
" " "EMPEROR OF JAPAN" ... 6,000 " WEDNESDAY, 10th May.  
Hongkong to London, 1st Class, \$125.00. Via St. Lawrence \$60.00. Via New York \$62.  
Hongkong to London, Intermediate on Steamer, 1st Class Rail ... \$40.00.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. W. GADDICK, Acting General Agent, 6, Pedder's Street, Hongkong, 8th February, 1905.

D. W. GADDICK, Acting General Agent,  
6, Pedder's Street.

Hongkong, 8th February, 1905.

10

HAMBURG-AMERIKA LINIE.  
OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONG KONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	BALING DATES.	
SPEZIA	HAVRE and HAMBURG. (Calling at SPORE & COLOMBO)	21st Feb.	Freight.
Ehlers	HAVRE, ANTWERP and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	24th Feb.	Freight.
ALESIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	8th March.	Freight.
Sachs	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	18th March.	Freight and Passengers.
SAMBIA	MARSEILLES, HAVRE & HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	4th April.	Freight.
Lüning	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)		
RHENANIA	MARSEILLES, HAVRE & HAMBURG. (Calling at SPORE, PENANG & COLOMBO)		
Eschers	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)		
GUEVIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)		
Krause	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO)		
	FOR ODESSA,		

With Transhipment at Singapore, ARCADIA, Captain Ford, to sail from Singapore about 22nd February. Freight.

ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of the "Rhenania". Saloons and cabin midships. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 13th February, 1905.

14

D. NOMA, TATTOOER  
6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

## Intimations.

## HONGKONG ELECTRIC TRAMWAYS.

## ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the fares will be as follows:

Kennedy Town to Post ... 10 cents First Class.  
Office ..... 4 " Third  
Post Office to Causeway ... 10 cents First Class.  
Bay or Race Course ... 4 " Third  
Causeway Bay to Shau-ki-wan ... 10 cents First Class.  
" " " " " Third

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon, and the section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,  
General Manager.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th February, 1905. [158]

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7:00 a.m. to	7:30 a.m.	Every 30 minutes.
7:30 a.m. to	8:00 a.m.	Every 10 minutes.
8:00 a.m. to	8:30 a.m.	Every 15 minutes.
8:30 a.m. to	9:30 a.m.	Every 10 minutes.
9:30 a.m. to	10:30 a.m.	Every 15 minutes.
10:30 a.m. to	11:00 a.m.	Every 10 minutes.
11:00 a.m. to	12:45 p.m.	Every 15 minutes.
12:45 p.m. to	1:15 p.m.	Every 10 minutes.
1:15 p.m. to	1:45 p.m.	Every 15 minutes.
1:45 p.m. to	2:15 p.m.	Every 10 minutes.
2:15 p.m. to	3:00 p.m.	Every 15 minutes.
3:00 p.m. to	8:00 p.m.	Every 10 minutes.

NIGHT CARS.

8:45 p.m. and 9 p.m.	9:45 p.m. to 11:15 p.m.	every half hour.
----------------------	-------------------------	------------------

## SUNDAYS.

8:00 a.m. to	9:00 a.m.	Every 15 minutes.
9:00 a.m. to	9:30 a.m.	Every 30 minutes.
9:30 a.m. to	10:30 a.m.	Every 15 minutes.
10:30 a.m. to	11:00 a.m.	Every 10 minutes.
11:00 a.m. to	1:00 p.m.	Every 10 minutes.
1:00 p.m. to	5:00 p.m.	Every 15 minutes.
5:00 p.m. to	7:00 p.m.	Every 15 minutes.
7:00 p.m. to	8:00 p.m.	Every 10 minutes.

## NIGHT CARS ON WEEK DAYS.

## SATURDAYS.

## Intimation.

**WM. POWELL,  
LIMITED.**  
**ALEXANDRA  
BUILDINGS,**  
Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR  
FURNISHING  
DEPARTMENT

is completely stocked with all the  
newest

Art Tapestries.  
Muslins.  
Velvets.  
Plushes.  
Cretonnes.  
Roma Satins, etc., etc.

CARPETS OF  
EVERY - -  
DESCRIPTION  
AND MAKE.

Several hundred Smart Carpet  
Squares,—all sizes and prices.Bedsteads, by the very best  
makers only.Upholstering done in first-class  
style.Houses completely furnished.  
Special attention given to the  
Shipping trade.

**BLANKETS!**  
**BLANKETS!**  
**BLANKETS!**

SPECIAL  
PURCHASE OF  
BLANKETS  
NOW ON SHOW.

LADIES' - - -  
DEPARTMENT.

FOR THE RACES.  
New Millinery, Sun-  
shades, Dress Fabrics,  
Gloves, &c., &c.

Ladies requiring Costumes are  
requested to pay us an early visit.

**Wm. POWELL, Ltd.**  
HONG KONG.

Hongkong, 2nd February, 1905.

## Intimation.

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st January, 1905. [166]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the REGISTRY OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st January, 1905. [167]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 8th February, 1905. [226]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date Interest at the rate of 5% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 11th January, 1905. [222]



JURY LIST, 1905.

NOTICE IS HEREBY GIVEN that, pursuant to the provision of THE JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, the 15th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,  
Registrar.

Supreme Court House,

Hongkong, 1st February, 1905. [203]

IMPORTANT NOTICE.

M. R. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,

No. 5, D'Aguilar Street, Hongkong.

No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [58]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.

16, DES VEAUX ROAD CENTRAL,  
HONGKONG,

SOAP AND SODA MANUFACTURERS,

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,

&amp;c. &amp;c. &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM  
andP. & O. SPECIAL LIQUES SCOTCH  
WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1904. [44]

## JUNK RUN DOWN

BY U. S. CRUISER.

The United States cruiser *Cincinnati* which arrived in this port from Chefoo last week, says the Manila *Cablenews*, of 8th inst., ran foul of a Chinese junk in the neighbourhood of Hongkong on her way out from here several weeks ago. The junk was standing out to sea, at night, with no lights displayed and the first warning those on board the cruiser had that any other vessel was near their path, was the crashing of timbers and the shudder that ran over the *Cincinnati* as she rammed her nose into the ribs of the unwary celestial craft. The terror-stricken cries of thirty or forty Chinese started from sleep by the collision rang out in the darkness and the captain of the *Cincinnati* thought for a while that he was sending several hundred to the bottom. The boats were lowered at once and preparations to render assistance in event the luckless craft should sink were hastily made. Investigation revealed the fact that the junk had been cut nearly in two but her water tight bulkheads prevented her going to the bottom. The *Cincinnati* took the injured boat in tow and took her into port, where her master was given \$500 to cover a portion of the damage and the cruiser went on her way. The junk was entirely at fault, as she was found violating the rule that requires vessels to display lights at night and those on board her may be thankful that their folly and negligence did not cost them more dearly.

## CIGARETTE SMOKING.

The English habit of cigarette smoking must be regarded as one of the incidental results of the Crimean War. Before that time it was practically unknown in the country, and, in so far as anything was known of it, this method of tobacco smoking was generally looked upon with the contemptuous amusement with which Englishmen were wont to regard the habits and customs of the finnicking foreigner. For so old English foggies in their armchairs or on the public-house settle there were long clay "churchwardens," for younger men or those going about their business there were shorter clays; while for those who could afford them there were meerschaum pipes or cigars. It was our military men who brought home from the Crimea the trick of cigarette-rolling which they had borrowed from their French and Turkish allies at a time when their supply of cigars ran short. What the military officer, home returning from a victorious war, thought proper to do, readily became the correct thing for everybody to do, and the little papery roll tucked beneath a moustach—also a foreign introduction of about the same date—began to be very familiar in London. The progress of the cigarette at first was slow. Englishmen could not really pick up the digital dexterity of the foreigner, under whose deft manipulation the little whiffs appeared to take form automatically, and it seemed very improbable that the time would ever come when a Chancellor of the Exchequer would suggest after-dinner cigarette smoking as the probable explanation of a diminution in the consumption of wine. For a time every man had to make his own cigarettes, for there were none to be had ready-made. It was slow, fidgeting work, and to the pipe and cigar-smoker the home-made cigarette was, of course, a thing beneath contempt. A good many who tried to acquire it, and after a while they were accommodated with little packets of foreign smokes already made up. A new industry sprang up for girls, who could earn half-a-crown a thousand at the making of the new weeds, and soon acquired a facility in the work that even the Spaniard or the Southern Frenchman could not rival. This gave an enormous impetus to the new foreign fad, which soon began seriously to alarm those in the trade in pipes and cigars, who apprehended that the new craze would be very bad for business. Every effort was used to check it. There were individual testimonies to the dangerous character of the new habit, stories of poisonous papers and of mouth diseases contracted from the girls who licked the gummed edges of the slips. Then came various forms of little mechanical cigarette rollers, and these for a time had a great vogue, though they were none of them very satisfactory.

Meanwhile, however, it began to be perceived that the popularity of the cigarette, so far from proving detrimental to the general trade of the tobacconist, seemed to be tending very decidedly the other way. After fifty years, this introduction has indeed proved to be one of the most curious experiences in modern trade, and from the anti-tobacconist point of view has been nothing short of a calamity. Instead of being a substitute for pipes and cigars, the cigarette has proved to be a clear addition to the previous total consumption, and it is not difficult to understand why it should have proved so. The peculiarly pernicious effect of cigarette smoking has been a favourite theme of some medical men, who have denounced it as the most injurious of all forms of smoking. This opinion is, no doubt, quite correct when the smoke is inhaled, but of course it is not necessary to do that, and probably the fairly unanimous testimony of the smoking world, if it could be ascertained, would be that the cigarette is the highest and least potent of all forms of tobacco smoking. When the area of the burning end of an ordinary cigarette is compared with the corresponding area of the pipe or cigar it is quite obvious that it must be so. It is one to three or four; indeed the comparatively small quantity of the smoke of a cigarette is just the reason why some persons are able to inhale it, though they cannot do it with a pipe or cigar. At all events, it was found that not only were there many people who could manage a cigarette though they were unable to smoke a pipe or cigar, but even habitual smokers soon began to take to them without giving up pipes or cigars. There were, it was discovered, many occasions when a little peccadillo in the form of a cigarette might be indulged, but a pipe would be impossible and even a cigar questionable. Then again many heavy smokers, it was found, would take one or two of the new whiffs when they had enough of their pipes and did not care or had not time for a cigar, or perhaps could not afford one. A cigarette could be

lighted at any odd moment, and if necessary thrown away after a few whiffs. Moreover, a very large proportion of those who began the practice of smoking with the mild little foreigner and thus acquired a taste for tobacco, went on to the pipe or cigar. It thus enormously increased the number of devotees to tobacco. At no period did the cigarette appear to check the sale of cigars or pipes. It proved a clear addition to the tobacconist's business, and when the new habit had time to establish itself and develop, consumptions increased enormously.

As it has been said the introduction of the little paper smoke among Englishmen may be taken to date from the chumming of our military men with the French and Turks in the Crimean War just about fifty years ago. Within five and twenty years our total tobacco importation very nearly trebled itself. To a great extent, of course, this was due to the increase of population and to the advance in the general wealth; but all authorities were agreed that a very large proportion of the expansion was due to the addition of the cigarette, to other facilities for smoking, and to the initiatory training it afforded to beginners. In America the thing has become almost as universally popular as it has with us. The probability is that, if accurate figures are accessible, there is not now much difference between the two countries in this respect. Fifteen years ago the Americans were a good way behind us. They were then smoking about 400 millions a year. Four or five years back trade figures were given which seemed to show that of the forty-two millions of our population about four millions were smokers of cigarettes and it was thought that upon an average they probably consumed five a day. That would come to twenty millions a day, or a total consumption for the year of 7,300 millions. Since then it is notorious that ladies and young boys have been freely cultivating the habit. It seems an incredible total, but one London firm is boasting that they themselves are running machinery by which they are able to turn out six million cigarettes a day, which would give a total for this single business of over 2,000 millions a year. But in any attempt to compare our own consumption with that of America, it should be borne in mind that in this country figures must of necessity be very largely conjectural. There is nothing in the form of official figures to be had. In America, on the contrary, they can tell to a nicely what they are doing, since every packet of cigarettes must bear a Government stamp, the value of which depends on the number the packet contains. There is no scope for the flights of fancy. But the development of the trade in cigarettes has certainly been very remarkable. Less than a generation ago all these little whiffs were made by hand, one by one. Now they are practically all made by machine, of which there is in the market at least one which takes in tobacco and paper at one end, and at the other shoots out cigarettes, beautifully rolled, gummed and printed, at the rate of from two hundred and fifty to four hundred a minute.

WAMPOLE'S PREPARATION  
is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

5

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
is guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts)  
or 6 dor. pints.

Special Prices for Quantities.

Sole Agents  
SIEMSSEN & CO.

Hongkong, 10th January, 1905. [57]

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [58]

THE WINE GROWERS  
SUPPLY CO.

HARRETT &amp; CO.

General Agents, Hongkong.

PORT WINE.

Direct shipments from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTÔNIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Per Case of  
1 Dozen.Dry No. 1 Selected Old Port \$5.00  
" " 2 " " " 3.50  
Quinta da Porto " " " 5.00  
Dry No. 3 " " " 2.50  
Quinta da Grange " " " 2.00  
Tawny, 1887, Vintage, " " 15.00  
Tawny, (White Label) .... 14.00  
Medium Tawny, (Brown Label) .... 13.00  
White Tawny, (White Label) .... 12.00  
Full Wine, (Brown Label) .... 11.00  
White Tawny, (Brown Label) .... 10.50  
Light Tawny, (Brown Label) .... 10.00

## PUBLIC AUCTION.

THE



## TELEGRAMS.

[Reuters.]

Russia.

LONDON, 12th February.  
The general strike has been resumed at Warsaw.

There is a revival of anxiety at St. Petersburg.  
Later.

Yesterday passed quietly in St. Petersburg, the strikers being overawed by the display of military force.

The situation in Poland is still serious.

## America and Japan.

The arbitration treaty between America and Japan has been signed at Washington.

## The Chinese Loan.

There was a great rush of subscribers to the Chinese 5% Loan at the Hongkong & Shanghai Bank, the crowds being controlled by the police. The issue was closed immediately instead of Monday, and is largely over-subscribed.

Later.

## The Third Baltic Squadron.

The third Baltic squadron has been ordered to be ready to sail immediately.

## Germany and the Baltic Squadron.

Five Russian cruisers anchored in German waters at Dar-es-Salaam, East Africa, were ordered to leave, and complied.

## THE STERLING DRAFT CASE.

## JUDGMENT FOR PLAINTIFFS.

At the Civil Summary Court this afternoon, His Honour the Puisne Judge (Mr. T. Sercombe Smith) gave judgment in the action brought by the Deutsche-Asiatische Bank against a native king, known as the King Shing Hing Bank, doing business at 102, Wing Lok Street.

Mr. H. E. Pollock, K.C., (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. N. Ferrers (instructed by Mr. P. W. Goldring) for the defendants.

Plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £4,000 sterling, at exchange 1/3, and which said contract was to be completed on the 30th November, 1904. The defendants failed to complete their purchase on due date, and the plaintiff had accordingly suffered damages to the extent of £785.84 by such breach. The sale of the draft on October 4th at 1/3 amounted to £21,942.86, and the cost on the 30th November at 1/10 1/16 amounted to £21,57.02, hence the sum claimed.

In giving judgment for the plaintiffs with costs, His Honour said that the books of the defendant Bank appeared to have been kept properly. The fact of the absence of any reference in them to the present transaction, extended no further to the facts of the case, than this, viz.: that the defendants had no knowledge that Li Yuk Chu had negotiated the contract now sued upon. This however could not affect the defendants' liability. He also certified for Counsel.

Mr. Pollock applied for immediate execution. The case had been very strenuously contested, and two of the parties on the other side had admitted that they were partners.

His Honour refused the application, until after the expiration of the ordinary seven days.

## JEWISH FESTIVALS.

The Headquarter Offices have published the following copy of War Office letter, for information:-

"I am directed to inform you that, provided exigencies of the service permit, approval is given for passes to be granted to all soldiers of the Jewish persuasion, who may be desirous of observing the undermentioned Festivals during the current year, and I am to request that you will be so good as to issue the necessary orders accordingly:-"

Passover, 4 days, April 20th, 21st, 22nd, and 27th. Pentecost, 2 days, June 9th and 10th. New Year, 2 days, September 30th and October 1st. Day of Atonement, 1 day, October 9th. Tabernacles, 4 days, October 14th, 15th, 21st and 22nd.

## A CHINSE CLUB.

## RAIDED BY EUROPEANS.

It is not often the citizens of this Colony are startled by such strange occurrences as that reported to the police last night, when a Chinaman, member of a Chinese club in Jervois Street, called at the Central Police Station, and reported that four Europeans, whose names he did not know, had called at the club, and after holding up the members, raided the club. One of them, at least, it was stated, had a revolver, with which he threatened the members of the club, and he also used to rap one man over the fingers, who tried to resist their attempt to enter the room. The men managed to secure \$10, and it is alleged that they made off with this sum, and on that the report was made. The matter was taken in hand and detectives placed on the case, Inspector of Detectives Munro investigating the affair, and finally arresting two men named Brown and Burke on suspicion of being concerned in the armed robbery. It is believed that the four men had, earlier in the evening, been gambling in the Club, and thus, in the various games, found they had lost all their money, and so, later, returned and raided the Club, with the view of regaining by that means what they had lost in the games of chance. The arrests of the other two men alleged to be implicated in the affair are expected to be effected shortly, when they will be given a hearing before one of their Wards at the Magistracy. It is understood that the men arrested are unemployed.

## OUR RATTAN INDUSTRY.

## INTRODUCTION OF LINEN FIBRE.

## VISIT TO HARRIS-KEENEY COMPANY'S WORKS.

Rattan work is one of the recognised industries of the East. On every hand the craftsman's handiwork in this particular line of business is in evidence, yet comparatively few people in Hongkong are likely to take the trouble to ferret out the methods adopted in manufacturing the rattan furniture which appears in every house, from the richest to the poorest. It is doubtful, indeed, if the majority of people have any idea whence the rattan comes. At various places, the canes may be seen standing outside Chinese houses, ready apparently to be converted into the long chair—which is the chief cause of lounging here as elsewhere—or a hundred and one nick-nacks, from a lady's workbasket to a baby's cot.

Hongkong, however, is one of the important centres of the rattan industry, and the chief factory for the manufacture of all sorts of rattan furniture is that known as the Harris-Keeney Company's Grass and Rattan Factory, situated on the Shaukiwan Road. A representative of the Hongkong Telegraph visited the establishment the other day with the object of gaining some insight into the working of the factory, and the processes employed whereby the willow wands are bent and twisted into all manner of shapes.

## AMERICAN ENTERPRISE.

The Harris-Keeney Company is an American concern, in the sense that the two partners are Seattle men. And the story how they came to set up business in Hongkong is an interesting one. Mr. Thomas P. Keeney had long held the idea that there was a bright future for the rattan industry, if only a couple of energetic men took it in hand. He looked at the rattan chairs produced by Chinese labour, as they appeared when landed in San Francisco or Seattle, and he saw that they were of the roughest description. It is possible, he said to himself, to get these people to do things right, so he came to Hongkong in 1902 and remained in the Colony for six weeks. In that short period he had learned all the ins and outs of the rattan trade; he recognised its possibilities and saw that the business then being done could be doubled and trebled in a very short time if only intelligent men, and men of ideas, were at the head of affairs. When he returned to America he had 100 rattan chairs in the vessel's hold, chairs which had been made to his own designs and under his own supervision. The chairs caught the popular fancy and went off like hot cakes. To make a long story short, the enterprising Westerner joined partnership with Mr. Emmet Harris and the Harris-Keeney Company was the result. The Company has now been at work nearly two years and the belief of the partners in the ultimate success of their business has been more than verified.

## WORLD-WIDE CONNECTIONS.

At the present time the Company are shipping every kind of rattan work to all parts of the world. The stores are filled with big crates for Durban, South Africa; for San Francisco and Manila. They have contracts to supply all over South Africa, sending so many a month; they are shipping regularly to Copenhagen, Berlin, to Australia where the Company have a special agent; New Zealand, India, and the Philippines Islands. Curiously enough, New York and London are the only two great centres which the Company have failed to invest in their ramifications. With regard to New York, the Company have been trying in every way possible to reach that market, but so far without success, and why?

## TARIFF AND TRANSPORTATION.

Simply on account of the prohibitive tariff and heavy transportation expenses. But now that the Great Northern Steamship Company have commenced running huge cargo boats across the Pacific, it is believed that freight charges will come down with a rush, and the New York market will come within the bounds of the Company's business. If they cannot get to New York by the Pacific then the Suez Canal route must be tried, for as Mr. Keeney said: "Our big business is to be in New York, and we must and will get there." The Minnesota, one of the Hill boats, is on the way to Hongkong from the western coast of America and it will then be seen whether the freight charges are to be reduced. As to London, the Company are now in negotiation with a big firm there and it is expected that should these negotiations reach a satisfactory issue, a large business will result.

## AT CHICAGO EXHIBITION.

Every year, two furniture exhibitions are held in Chicago, and at the exhibition which is now opened, the Harris-Keeney Company have a floor space of 992 square feet. An assortment of the various rattan chairs, settees, and fancy articles in cage, grass and raw linen, which the firm are prepared to place on the market, is on view, and from all accounts the exhibit should lead to increased and widely-extended demands. When it is remembered that at these exhibitions all the chief furniture manufacturers of America and Europe have stands, the position occupied by the Harris-Keeney Company will be better understood, although anyone paying a casual visit to the factory at Shau-ki-wan will readily realise that the Company would occupy a leading place in any competition, where beauty of design, skillful workmanship, sound materials, and careful selection were required and appreciated.

## EASTERN RATTANS.

Rattan is indigenous to Java, Sumatra, Borneo, the Philippines and some parts of China, but there is only one sort of rattan that is considered of any value and it comes from Java, Sumatra and Borneo. The rattan from the Philippines is of poor quality and unsuited for factory purposes. It is true that a species of rattan which is particularly suitable for making into walking-sticks is found in the newest American colony, but that is about all that can be said about it. At least, there are no signs that a high-class rattan is to be got there. Even if it were, the Filipinos are said to be so

SKELETON WORK.

In the frame making department, the skele-

ton frame is a great advance on the bamboo which is commonly employed. Malacca cane is easily manipulated and it can be nailed or screwed in a way impossible with bamboo. The bending process is interesting. A Chinaman takes a roll of the leaves which form sugar baskets, and sticks it on a nail. He lights the toll and passes the Malacca cane over the flame, holding the cane in a wedged staff. By continually working the cane, he gets it into proper shape and when cooled the curve remains. Steel was tried at first, but it spoiled the wood and failed to retain the curve or crook which was intended. Then the Malacca cane goes through gelatine glucose which fills the pores of the rattan and renders it impervious to the weather. It should be added that the nails used in the industry are all tinned so that they may not rust.

## WEAVING.

From the framemaker's shop, the skeleton goes to the weaver. In the case of a rattan chair a great deal has to be done in order to give the chair a good appearance. Ordinary rattan is fuzzy, and if that were allowed to remain, as it is on ordinary native-made chairs, the curse would be a regular harbour for bugs. But at the Shaukiwan factory the chairs, after passing through the hands of the weaver, are taken to another room and hung on hooks which depend from the ceiling. A piece of cotton wool is then dipped in alcohol, lighted, and all the fringes are carefully burned out.

## CHINESE CONSERVATISM.

In this connection, a rather interesting remark was made by Mr. Keeney. He stated that when he first started, he invented a handy little instrument to hold the flaring alcohol and he naturally thought that the Chinese workmen would appreciate his thoughtfulness. Not a bit of it. They would have nothing to do with his invention. They had been accustomed to their own rough-and-ready methods and they intended to stick to them. He gave up his invention in despair and the workmen are happy in the knowledge that they are not dealing with any new-fangled notions. In other respects, also, the Chinese at Shaukiwan have shown their conservative ideas. Two machines, one for drilling and another for turning were brought out from America. They stand useless in the factory, because the workmen will have no "truck" with modernity. In fact, Mr. Keeney gave up his suggestions in these respects in despair and the workmen are quite contented.

## COLOURING THE FIBRE.

The rattan chair has which is to be "dipped" in big baths of gelatine to fill up the pores, and afterwards it is "painted" with shellac which gives the gloss. In the case of chairs made of raw linen fibre or sea grass, these are stained in another bath and afterwards painted the colour desired. Green seems to be the favourite and it certainly appears to suit the character of these chairs to a nicely.

## GALA CHAIRS.

With regard to the completed article, Mr. Keeney shows the pressman a variety of chairs all built from his own designs. There were chairs with rockers—which are of camphor wood—office chairs which came in pieces for cleaning purposes, travellers' chairs which folded up like a camp bed, chairs with leather seats that could be removed, and chairs with linen fibre seats stuffed with rattan shavings. Several chairs had the frame work painted with aluminium paint—Messrs. Carmichael and Clarke's patent—and they looked exceedingly handsome in their gaily dressed. It is proposed at some time in the future to manufacture hard-wood chairs and machinery will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

## IN AMERICA.

The Company are turning out rattan and fibre chairs at the rate of a thousand a month, although if it were absolutely necessary they could manage to produce two thousand, which is not bad for what may be called a comparatively new business. Mr. Harris is the travelling manager and he has just completed a very successful tour through the Southern States. His office is in Seattle, but he intends visiting the Eastern States soon and may take a run across to London with the object of opening up connections there. The Company which Messrs. Harris and Keeney have started in Hongkong is one of the most flourishing in the Colony as it deserves to be, considering the amount of energy and solid hard work which the partners put into it.

## SHIPPING JETSAM.

SITTING late last evening the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, heard another case against racing-train seamen.

In this case John Moodie, Master of the British ship, Egremont Castle, prosecuted fourteen of his crew for refusing to continue the voyage and thereby impeding the progress of the vessel on her voyage to Japan. John Moodie, sworn, stated that he was master of the Egremont Castle. On the 11th inst., he arrived in port for orders, but was informed no orders had yet been received from the owners. On returning on board the same afternoon several of the crew came to him and asked him where the vessel was going to. On witness's telling them that she would probably go to Japan, the defendants, those present in Court, refused to proceed with the ship.

To the Court, the men assigned no reason whatever for not wishing to proceed to Japan. Witness is carrying coal from Cardiff. He did not know of its destination until his arrival here.

Jorgeson, acting as spokesman for the other defendants, said Japan was a Power at war, and that by going there they were liable to lose their effects, as coal is contraband of war.

Other defendants, speaking up, said they could not get fresh water on board, and the provisions were very bad, and they did not sign on for Japan.

Captain Moodie here produced the ship's articles showing where the signatures of the defendants had been placed. The services on these articles included ports in Japan.

Jorgeson, to the Court, recalled, said they all wished it to be understood that they were not making any charge with respect to the provisions, but that they were not willing to proceed to Japan.

The Court then gave each of the defendants, individually and in rotation, an opportunity to return to his duties aboard his ship, but only one consented to do so.

His Worship then, addressing the men, said:

"This is the second case of a similar nature I have had to deal with in one day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart magnify into a risk, which does not exist."

I explained this so fully when you interviewed me in my office before coming into Court, that nothing remains for me but to punish you for the offence for which you are being prosecuted.

You are each sentenced to a term of two months' imprisonment, and should your vessel return to Hongkong before the expiration of your sentence, you will be replaced on board of her.

The fourteenth man returned to his duty on board.

## HEAVY CLAIM FOR BREACH OF CONTRACT.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the action brought by the Yan Cheung firm, yarn merchants of Bonham Strand East, against the Sam Yee, Limited, to recover \$11,901 damages for breach of contract, was continued.

Hon. Mr. E. H. Sharp, K.C., (instructed by Mr. John Hastings) appeared for the plainfis, and Mr. H. E. Pollock, K.C., (instructed by Messrs. Johnson, Stokes and Master) defended.

The managing partner of the plaintiff firm was further cross-examined, and took over practically every item in a very prolix statement of particulars. He had contracts with other dealers besides the defendants to supply him with yarn. Because he could not get yarn from defendants he had to buy extensively from other firms.

The accountant of the plaintiff firm gave

evidence as to the failure to deliver the yarn.

Witness examined he said his salary was \$10 a month and odds and ends (Laughter). Asked to explain "odds and ends" he said he got the hoops off the bales, and other perquisites,

whilst in common with all the employees, he received a small percentage on the profits of the business.

Witness, asked as to a certain account, said he could not remember the circumstances as it was several years ago.

Corrected as to this, he said "well it was the year before last."

The witness spoke as to the necessity for taking yarn from other firms,

through defendants being unable to deliver.

It was the custom to give twenty-four hours' grace on time delivery. The Sam Yee firm put people off continually, other firms very rarely.

The case was further adjourned.

## To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th February, 1905.

SHAREHOLDERS are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors,

T. ARNOLD,  
Secretary.

Hongkong, 14th February, 1905. [244]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,

AND SATURDAY (OFF-DAY),

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
S.S. "ACHILLES," from U.K.	left Singapore at noon on the 10th inst., and is due here at noon on the 16th.	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LU YUON & ANTWERP	"STENTOR"	14th March.
*GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
* Taking Cargo for Liverpool at London Rates.		

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS,	"PINGSUEY"	6th March.
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th February, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGTSE"	15th February.
SHANGHAI	"TAIWAN"	16th "
NINGPO and SHANGHAI	"SZECHUAN"	17th "
CEBU and ILOIO	"SUNGKANG"	18th "
MANILA	"TEAN"	21st "
KOBE	"CHANGSHA"	22nd "
CEBU and ILOIO	"KAITZONG"	23rd "
TIENTSIN	"KANSU"	25th "
CHEFOO and TIENTSIN	"OHHLI"	28th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th February, 1905.

## Shipping Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain  
"KWONG CHOW" ... 1,309... J. P. MARTIN.  
"KWONG TUNG" ... 1,258... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4  
Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West,

Hongkong, 10th January, 1905.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ..... \$3.00 for Single Journey,  
and ..... \$1.50  
Meals ..... \$1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

VUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 14th February, 1905.

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return ..... \$3.00. .... \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.

S. A. NORONHA,  
Macao Agent.

Hongkong, 24th February, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$1; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$1; 2nd Class, Single, 50 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 16th November, 1904.

## PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"SATSUMA" ..... 20th Feb., 1905.

"RICHMOND CASTLE" 4th March.

"SAINT FILIANS" ..... 17th "

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 24th November, 1904.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG,

1904.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 24th November, 1904.

## Shipping Steamers.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

FOR KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ SIGISMUND,"

of the NORDDEUTSCHER LLOYD,

Captain Lenz, will leave for the above places,

TO-MORROW, the 15th inst., at Daylight.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 14th February, 1905.

[13]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

LAST REPORTED AT

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN
Lacry	despatch-vessel	1,700	4	3,000	Commander Harbord
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle
Gerion	sloop	—	—	—	Reserve
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Osmany
Astria	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell
Bramble	gunboat, 1st class	—	—	—	Reserve
Bribarri	gunboat, 1st class	—	—	—	Captain Fagan
Centurion	battleship, 1st class	10,500	14	13,000	Captain Shortland
Cherub	water tank and tug	390	—	—	Lieut.-Commander Stevenson
Fame	torpedo boat destroyer	306	6	5,700	Captain Hon. Stopford
Glory	battleship, 1st class	12,000	16	13,500	At Sea
Handy	torpedo boat destroyer	275	6	4,000	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Hongkong
Hogue	cruiser, 1st class	1,200	14	800	Hongkong
Humber	storeship	1,640	—	—	Hongkong
Hypogaea	cruiser, 2nd class	3,600	8	7,000	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Yangtze
Kinsha	river gunboat	85	4	—	West River
Mooreen	river gunboat	186	2	800	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Hongkong
Phoenic	sloop	—	—	—	West River
Rambler	surveying-vessel	835	6	650	Hongkong
Robin	river gunboat	85	2	240	Shanghai
Rosario	sloop	—	—	—	Yangtze
Sandpiper	river gunboat	85	2	240	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Hongkong
Snipe	river gunboat	85	2	240	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	At Sea
Tamar	receiving ship	4,650	6	—	Hongkong
Teal	river gunboat	180	2	800	Shanghai
Thetis	cruiser, 2nd class	3,400	8	9,000	Yangtze
Tweed	coast defence gunboat	—	—	—	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Yangtze
Waterwitch	surveying ship	620	4	450	Hongkong
Whiting	torpedo boat destroyer	360	6	5,000	Shanghai
Woodcock	river gunboat	150	2	550	Yangtze
Woodlark	river gunboat	150	2	550	Yangtze

\* Flag of Admiral Sir Gerard J. Noel, Commander-in-Chief.

\* Flag of Rear-Admiral the Hon A. G. C. von Flotow, C.B., C.M.G.

## FRENCH MEN-OF-WAR ON THE CHINA STATION.

LAST REPORTED AT

NAME	FLAG AND DESCRIPTION	TONS	GUNS	H. P.	COMMANDING OFFICERS
Achéron	armoured gunboat	1,700	10	1,700	Lieut. Ferret
Argus	river gunboat	123	—	500	Lieut. Jeannel
Avalanche	river gunboat	140	5	150	—
Baïonne	river gunboat	—	—	150	—
Caronade	river gunboat	140	5	150	Lieut. Hue
Cassioète	river gunboat	525	4	438	Lieut. Merveilleux du Vignaux
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire
Décidé	gunboat	645	10	1,000	Lieutenant L'Eust
Descartes	cruiser	3,698	14	5,500	Commander Andé
Estoc	river gunboat	303	—	—	Lieut. Mère
Francisque	destroyer	303	7	6,300	Lieut. Coton
Fronde	destroyer	350	—	303	Lieut. Jenenne
Guichen	protected cruiser	9,376	7	20,200	Capt. Goudot
Gueydon	armoured cruiser	—	—	—	—
Henri Rivière	river gunboat	200	6	308	Lieut. Portier
Jacquin	river gunboat	307	—	300	Lieut. Coriolan
Javeline	destroyer	1,250	7	2,200	Commander Simon
Kersaint	submarine	—	—	—	Armbruster
Lyne	armoured cruiser	9,700	12	19,600	Capt. Daval
Montcalm	destroyer	307	7	6,300	Lieut. Prat
Mousquet	river gunboat	—	—	—	Lieut. Gravier
Olyr	river gunboat	—	—	—	Commander Chevalier
Pascal	cruiser	4,015	27	8,500	Lieut. Lavissière
Pischo	gunboat	—	—	—	Lieut. de Reinach-Werth
Pistole	destroyer	307	7	6,300	Lieut. Glorieux
Puffée	submarine	—	—	—	Commodore C. P. M. Poidioli
Redoutable	battleship, reserve	9,437	8	6,071	Lieut. Lebail
Fabre	destroyer	—	—	—	Capt. Saigon
Styx	armoured gunboat	1,796	10	1,700	Capt. Dupré
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau
Surprise	gunboat	620	2	900	Lieut. Roque
Takiang	river gunboat	250	6	—	Capt. Terquem
Takou	destroyer	—	—	—	—
Vauban	battleship, reserve	6,150	23	4,500	Lieut. Brugnon
Vigilante	river gunboat	123	7	500	—

\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquieres, Second-in-Command.



## HOW I CURE WEAK, PUNY MEN

Give me a man broken down from dissipation, hard work, or worry, from any cause which has sapped his vitality. Let him follow my advice for three months and I will make him as vigorous in every respect as any man of his age.

I will not promise to make a Hercules of a man who was never intended by nature to be strong and sturdy. Even that man I can make better than he is; but the man who has been strong and has lost his strength I can make as good as he ever was. I can give back to any man what he has lost by abuse of the laws of nature.

A man who is nervous, whose brain and body are weak, who sleeps badly, awakes more tired than when he went to bed, who is easily discouraged, inclined to brood over imaginary troubles, who has lost ambition and energy to tackle hard problems, lacks the animal electricity which the Dr. McLaughlin's Electric Vigour supplies.

The whole force of vitality in your body is dependent upon your animal electricity. When you lose it in any manner my Belt will replace it, and cure you.

It is a beacon light to a man who has become discouraged from useless doctoring.

My Electric Vigour has a wonderful influence upon tired, weak nerves. It braces and invigorates them and stirs up a great force of energy in a man.

I make the best electrical body appliances in the world, having devoted twenty years to perfecting it. I know my trade. My cures after everything else has failed are my best arguments.

Give me a man with pains in his back, a dull ache in his muscles or joints, 'come and go' pains in his shoulders, chest and side, Sciatica in his hip, Lumbago; Rheumatism or any ache or pain, and my Electric Vigour will pour the oil of life into his aching body and drive out every sign of pain. No pain can exist where my Electric Vigour is worn.

There is not a country in the world which has not cures by Dr. McLaughlin's Electric Belt.

How, what does this mean to you, dear reader? If you are not what you ought to be can you ask any better proof to make you try it? If there is a remedy which is as simple, as easy to use, as sure to cure and as cheap as Dr. McLaughlin's Electric Vigour, I have not seen one. You ought to try it. In justice to yourself and to those who look to you for their future happiness, try it now. Such a matter ought not to be delayed.

It is as good for women as for men. Wear while you sleep, it causes no trouble. You feel the gentle, glowing heat from it constantly but no sting, no burning, as in old-style belts.

Call to-day, or send for my beautiful book, full of the things a man likes to read if he wants to be a strong man. Send it sealed, free,

NEVER SOLD IN DRUG STORES OR BY AGENTS.

DR. M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.

OFFICE HOURS: 9 A.M. TO 5 P.M. (SUNDAYS, 10 TO 1).

[30 D]

## SINGAPORE.

Arrivals.

Uganda, Br. ss., 3,498, F. R. Gun-Cuning-hame, 12th Feb.—Rangoon 31st Jan., Ballast—Japanes.

Ula, Br. ss., 3,426, J. W. Livingstone, 12th Feb.—Rangoon 1st Feb., Rice—J. M. & Co.

Zieten, Ger. ss., 4,988, F. von Binger, 13th Feb.—Shanghai 10th Feb., Mails and Gen.—M. & Co.

Empire, Br. ss., 2,841, P. T. Helms, 13th Feb.—Kobe 8th Feb., Gen.—G. L. & Co.

Volute, Br. ss., 2,320, Peterlock, 13th Feb.—Palambang 4th Feb., Petroleum—J. K. & Co.

Costante, Ital. ss., 1,671, G. Solari, 13th Feb.—Cardiff via Singapore 17th Dec., Coal—Order.

Siam, Br. ss., 983, R. H. Binns, 13th Feb.—Manila 9th Feb., Kerosine—Mr. Geo. McBain.

Amara, Br. ss., 1,400, J. C. Mattick, 13th Feb.—Java and Singapore 1st Feb., Sugar—J. M. & Co.

Taihun, Ch. ss., 1,116, W. Jamieson, 13th Feb.—Shanghai 10th Feb., Gen.—C. M. S. N. Co.

Zafiro, Br. ss., 1,611, R. Rodger, 13th Feb.—Manila 11th Feb., Gen.—S. T. & Co.

Hongkong, Fr. ss., 742, A. Suzoni, 13th Feb.—Haiphong via Hoichow 12th Feb., Rice and Pig—A. R. M.

Haimun, Br. ss., 656, A. J. Robson, 13th Feb.—Swatow 13th Feb., Gen.—D. L. & Co.

Twangsi, Br. ss., 1,201, Stott, 14th Feb.—Canton 13th Feb., Gen.—B. & S.

Kwangsia, Br. ss., 1,201, Stott, 14th Feb.—Canton 13th Feb., Gen.—B. & S.

Empire, from Australia Ports.

Glaucus, for Singapore.

Chlyuen, for Shanghai.

Benedi, for Japan.

Taming, for Manila.

Orange, for Kobe.

Hupen, for Shanghai.

Eiger, for Shanghai.

Passengers arrived.

Per *Hainan*, from Swatow—Mr. and Mrs. Dunn, Messrs. M. N. Iluck, W. H. Davis, and 60 Chinese.

Per *Empire*, from Kobe—Messrs. A. G. Smith, B. Barr Smith, Rev. and Mrs. Davis Horden, Mr. and Mrs. Berney and their children, Mr. R. S. Elliott, Mrs. C. Pitt, Messrs. D. R. Bedell, Sirvright, Rev. and Mrs. Rowlands, and 7 Japanese.

Per *Zieten*, from Shanghai—Mr. Reiber, Mrs. N. Dwyer, Mrs. N. Hays, Meers, Meer, Leep, Mrs. M. N. Allen, Messrs. P. Abel, Bornemann, Gray, Maasberg, Nomura, Kitazawa, Kumazawa, Wittenberg, Sa Eng Keen, S. Charsing, Tukane, Berves, 4 Chinese, and 4 Japanese.

Per *Java*, from London—Mrs. Macfarlane, 3 children and amah, Rev. and Mrs. W. N. Bitton and 2 children, Miss Rhind, Mr. W. Kite, Mrs. A. Rayden, 2 daughters and 2 infants, and Mr. Guye. For Marseilles—Mr. and Mrs. Le Sauve, and Mr. E. H. Wilson. For Port Said—Mr. and Mrs. Schawlow. For Singaport—Messrs. I. J. Scherida and Sand B. H. Sholtz.

## Shipping Report.

Str. *Stam* from Manila—Strong N.E. monsoon, and very high sea.

Str. *Halmun* from Swatow—Fresh breeze, moderate sea, fine and clear.

Str. *Empire* from Kobe—Weather overcast and cloudy throughout, with moderate N.E. wind and sea.

Str. *Ula* from Rangoon—Good weather to Singapore, moderate monsoon and heavy sea for rest of voyage.

Str. *Glaucus* from Shanghai—Strong monsoon, rough sea, weather very changeable throughout the passage.

## Vessels in Port.

STEAMERS.

## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONIEN ..... 7th March.

S.S. OCEANIEN ..... 21st March.

S.S. TOURANE ..... 4th April.

L. BRIDOU,

Acting Agent.

Hongkong, 8th February, 1905. 17

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from ths for BOMBAY, on SATURDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th February, 1905. 12

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades*	3,753	Geo. Wright	Ab. Feb. 17
Pelades	3,753	F.G. Putrington	Mar. 15
Stowman	9,000	E. V. Roberts	— 24
Lyra	4,417	G. V. Williams	—

1. Cargo only.  
Steamers marked (\*) have no second-class passenger accommodation.

FOR MANILA.  
The largest, steadiest, and most comfortable steamer for Manila.

Shawmut ..... 9,606 E. V. Roberts Ab. Mar. 14  
Tremont ..... 9,606 T. W. Garlick J. April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to  
DODWELL, & CO., LIMITED,  
General Agents.  
Queen's Buildings.

Hongkong, 13th February, 1905. 8

NOTICE OF REMOVAL.

A FOOK & Co.,  
SHIP, AND HOUSE COMPRADEORES,  
have this day  
REMOVED  
TO

No. 12, POTTERING STREET,  
(opposite their old establishment),  
Hongkong, 24th November, 1904. 6a

## For Sale.

## TINTO PASTO.

A VERY LIGHT WINE, Bottled in LISBON. Price \$1.50 per Case of 12 Bottles (Quarts).

J. M. G. PEREIRA,

18, Shelley Street.

Hongkong, 8th February, 1905. [233]

## FOR SALE OR TO LET,

## AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904. [197n]

## FOR SALE.

## INCANDE-

## SCENT,

## Gasoline,

## Lamps of all

## descriptions

## from the best

## makers.

Incandescent

Mantles,

Chimneys,

Globes, Sha-

des, &c., for

Gasoline and

Gas Lamps

at the most

moderate

prices.

Lamps fixed

up for Buyers

free of charge.

Naphtha of

the best kind

kept in stock.

TAI KWONG CO.,

36, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [154]

## To Let.

## TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [197a]

## TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsim  
Tsui, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quarters,  
water, gas, electric lights and bells  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

## TO LET.

GODOWN No. 3, New Praya, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [71]

## TO LET.

N.O. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

## TO LET.

N.O. 1, RIPON TERRACE.

"HATHERLEIGH," a detached resi-

dence with Tennis Court on CONDUIT  
ROAD.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 25th January, 1905. 69

## TO LET.

WILD DELI BUILDINGS, No. 147,

WANCHAI ROAD. Comfortable and

Airy Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

And others to suit various requirements.

S. A. SEETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

## TO LET.

EUROPEAN HOUSES Nos. 2 to 4, 6 to 8

and 10 to 15, GAP ROAD, facing Race

Course, within reach of the Electric Cars,

thoroughly cleaned and colour-washed, in flats

of whole.

Apply to—

S. A. SEETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

## SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligencer," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$700,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$10.41 for first half-year 1904.....	5 %	\$720 London £661 \$36 sales
National Bank of China, Limited	99,925	\$7	\$7	\$175,5				